



## Loudoun County, Virginia

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### Board of Supervisors

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Subject: Dulles Air Cargo Passenger and Metro Access Highway, Public Hearing June 13, 2013

To: VDOT, CTB and Other State Officials Involved

Thank you for holding this public hearing in the Blue Ridge District, which has many constituents that would be impacted positively or negatively by this proposed road, depending on the route the road will be designed to take.

I am seriously concerned with the rapid pace the State has taken to conduct a study for the determination of this road that is of such magnitude and impact on the community and county. As you know, I voted no on the Board's resolution to support the North-South Corridor. I voted no because of the context of how you are trying to change the County's planned road network. Congressman Frank Wolf, Delegate Minchew and other elected officials have also sent letters against the manner in which the process is being conducted in addition to the proposed road as you have described it.

Through review with County staff, the business community and constituents, it appears that there are several flaws in the information that has been compiled by VDOT and the engineers involved. The information is based on inflexible models used for the factors and based on incomplete information. Some of the issues are as follows:

- 1) The Loudoun County Board of Supervisors' November 7<sup>th</sup> 2012 resolution did not state support for a new road to be cut through citizen owned properties, nor did it state support for any particular route.
- 2) The Loudoun County Board of Supervisors also had a letter sent to VDOT from our County Administrator, Mr. Hemstreet, emphasizing that the routes to be studied should be in keeping with Loudoun County's Countywide Transportation Plan. Alternative 2 (new location) certainly is not in keeping with that direction and would take business property away from property owners, as well as negatively impact many residents whom have recently moved into the area. Brambleton executives have provided you with detailed information which should compel you to discount this alternative.
- 3) I request Alternative 2 be removed from consideration because it would involve taking property that would adversely affect property owners business. This alternative would also be too close to pre-approved residential development. This was not factored into Alternative 2, as Mr. Farney made clear to me yesterday. This design also funnels traffic to the same concentric point at Dulles as all other traffic, compounding the congestion issues in that area.

4) Alternative 3 up Route 50 is the only alternative in keeping with Loudoun County's County-wide Transportation Plan and is the route I support. However, you show Alternative 3A as an elevated road when it is not necessary. I do not support this elevated road alternative. The amount of right of way stated as available by your design is not correct. County staff states that there is more than enough right of way to not have an elevated road and maintain separated lanes. Additionally, you did not include the entire future parallel road network in our CTP, which is a key complimentary component to the development of Route 50 as a future limited access road. Mr. Farney said that those other roads were not included because they are not in the State's CLRP, even though Loudoun County staff is working to provide the information to you. Before concluding your study, please include all the roads the County has proffers and funding slated for that have been omitted, such as Glascock Blvd. and the Dulles South Parkway. In fact, I request that you and your engineers work with Loudoun County staff to obtain and incorporate all this additional information in the study before concluding.

5) Since early last year I have repeatedly stated that we need a southern access into the airport. Other Board members and I have had multiple conversations with MWAA and state representatives about this, yet it is not being included in your study. Please include direct access from Route 50 at the corner of Route 606 and Route 50 onto airport property to connect to the airport's planned internal road network. This would decrease the amount of traffic travelling to the airport having to co-mingle with other traffic on Route 606.

6) VDOT stated to me that a snapshot is taken of the development at the time and does not factor in future development. This is a problem because many of the preapproved developments under construction are building a segment at a time and are expected to still be building up to 10 years from now. Please factor in the total build out development map in your study before it is concluded. Loudoun County staff can provide you this information and you already have the map of the Blue Ridge District I gave you this week.

7) The Route 50 Alternative 3b is the only reasonable option because it is in keeping with our Countywide Transportation Plan, which for years has had Route 50 slated as a future limited access road. It would also be the shortest distance to the airport if a southern entrance was built onto airport property. Having said that, there is a problem with your evaluation of how many businesses would be affected. In fact, Loudoun County staff cannot understand how you came up with the supposed impacts you have indicated. You show the Home Depot in South Riding as being impacted by an interchange at Route 606 and 50. The County has had plans for an interchange at this intersection for years. In your design, please factor in moving the interchange more toward, or on the airport property if need be, as the airport has the property to support such a change.

In conclusion, it is imperative that a study of a road with this type of impact involve more due diligence with Loudoun County. Do not allow time to be your driving force.

I ask that you not bring your study to the Loudoun County Board of Supervisors until you have factored in what I have asked here, as well as the public's input.

Sincerely,

A handwritten signature in cursive script, reading "Janet Clarke". The signature is written in dark ink on a light background.

Janet Clarke  
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Loudoun County Board of Supervisors  
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CC: Loudoun County Board of Supervisors  
Tim Hemstreet, County Administrator  
VDOT